



General Assembly

Raised Bill No. 583

February Session, 2006

LCO No. **2759**

* SB00583TRAFIN031306 *

Referred to Committee on Transportation

Introduced by:
(TRA)

AN ACT IMPROVING CONNECTICUT BUS TRANSIT.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Subsection (a) of section 13b-57d of the general statutes is
2 amended by adding subdivision (15) as follows (*Effective from passage*):

3 (NEW) (15) "Transportation hub" means any physical facility
4 housing at least two modes of mass transit.

5 Sec. 2. Section 13b-57h of the general statutes is repealed and the
6 following is substituted in lieu thereof (*Effective July 1, 2006*):

7 (a) The General Assembly approves the principles set forth in
8 section I of the report specified in subdivision (4) of subsection (a) of
9 section 13b-57d, provided no funds from the Transportation Strategy
10 Board projects account, established under section 13b-57r, as amended,
11 shall be authorized for any transportation project except those
12 specified in subsection (b) of this section, provided nothing in this
13 subsection shall preclude any TSB project from being funded, in whole
14 or in part, by other state or federal funds. Funds authorized for any
15 TSB project shall be used only for said project. TSB projects shall be

16 funded from funds authorized for the Transportation Strategy Board
17 only to the extent such funding is not provided from other funds in the
18 Special Transportation Fund or the Infrastructure Improvement Fund
19 created by the senior indenture for special tax obligation bonds.

20 (b) The following TSB projects shall be completed:

21 (1) In the Coastal Corridor TIA, as defined in section 13b-57d:

22 (A) Acquire rolling rail stock, as deemed appropriate by the board,
23 sufficient to add no fewer than two thousand seats for the Metro
24 North-New Haven Line for use in both interstate and intrastate
25 service. All payments received by the state pursuant to any agreement
26 entered into in accordance with subsection (h) of section 13b-34, as
27 amended, involving rolling rail stock used on the Metro North-New
28 Haven Line shall be used exclusively for refurbishing rolling rail stock
29 on and other capital improvements to the Metro North-New Haven
30 Line;

31 (B) Construct or expand stations at Bridgeport, New Haven, New
32 London and Stamford that can accommodate rail service and one or
33 more other modes of transportation and have:

34 (i) Facilities for one thousand or more parking spaces;

35 (ii) Connections to bus and other transit systems;

36 (iii) Opportunity for community revitalization;

37 (iv) Opportunity for transit oriented development;

38 (v) Ease of auto, bus, bicycle and pedestrian access to the station
39 facility;

40 (vi) Potential to attract sufficient riders to support additional
41 express trains;

42 (vii) Operation under control of the state; and

43 (viii) Feeder bus services for passenger rail service;

44 (C) Facilitate use of the Long Island Sound Waterway for passenger
45 and freight movement, including, but not limited to, bulkheading and
46 dredging, upon removal of prohibitions imposed by federal law,
47 expanding passenger facilities, including facilities at the Bridgeport
48 Intermodal Facility, to support high speed ferry service; and

49 (2) In the I-84 Corridor TIA, as defined in section 13b-57d:

50 (A) Establish express bus services from New Haven to Bradley
51 International Airport;

52 (B) Complete the New Britain to Hartford busway, [and establish]
53 including building stations and acquiring buses;

54 (C) Establish other bus rapid transit or light rail service in Hartford
55 and surrounding towns. Priority should be given to Manchester and
56 Vernon; and

57 ~~[(C)]~~ (D) Expand rail passenger service on the Norwalk to Danbury-
58 New Milford Branch Line to assist commuter movement on Route 7
59 and I-95; and

60 (3) In the I-91 Corridor TIA, as defined in section 13b-57d:

61 (A) Upgrade or construct maintenance facilities and parking
62 facilities and upgrade feeder bus services for passenger rail service,
63 particularly along the Metro North-New Haven Line; and

64 (B) Establish bus service or commuter rail service, as determined in
65 the Hartford-Springfield-New Haven Implementation Study
66 conducted by the department, that runs through New Haven, Hartford
67 and Springfield, with a connection to Bradley International Airport;
68 and

69 (4) In the I-395 Corridor TIA, as defined in section 13b-57d:

70 (A) Establish rail freight service with connections to the port of New
71 London;

72 (B) Expand the frequency of bus service, number of runs and
73 connections within and outside of the region, particularly in and to
74 Norwich and New London and acquire buses sufficient to add no
75 fewer than two hundred seats. Implement a tourist transit system for
76 southeastern Connecticut by acquiring sixty buses and designing a
77 system to serve New London, Mystic, Stonington and the areas
78 surrounding the state's casinos; and

79 (C) Design and plan for traffic mitigation in southeastern
80 Connecticut, including planning for the extension of Route 11 from its
81 terminus in Salem to the I-95 and I-395 intersect, with appropriate
82 greenway purchases made in accordance with section 13a-142e, as
83 amended; and

84 (5) In the Southeast Corridor TIA, as defined in section 13b-57d:

85 (A) Acquire rolling rail stock for the Shoreline East Railroad Line
86 sufficient to add no fewer than one thousand seats;

87 (B) Make operational improvements to highways that improve the
88 flow of traffic on I-95 and I-395; and

89 (6) State-wide:

90 (A) Improve and target marketing by the department of the Deduct-
91 a-Ride program to all eligible employers; [and]

92 (B) Continue funding the Jobs Access Program;

93 (C) Based upon technical feasibility, as part of one single bus
94 procurement project pursuant to this section, designate certain buses to
95 be fuel-cell powered and include a plan for related fueling stations;
96 and

97 (D) As part of any constriction project pursuant to this section,

98 consider the possibility of establishing a transportation hub, as defined
99 in subdivision (15) of section 13b-57d, as amended by this act.

100 (c) Any TSB project included in subsection (a) of this section
101 requiring expenditures of more than one million dollars shall be
102 accompanied by an economic development plan that specifies the
103 projected economic development benefits of the transportation project
104 to the TIA in which it is located and to the state and that provides for
105 economic development projects that meet one or more of the following
106 criteria:

107 (1) Are generated by the TSB project;

108 (2) Support the TSB project;

109 (3) Maximize the economic benefits of the TSB project; or

110 (4) Utilize the TSB project to maximize the economic benefits of such
111 economic development projects.

112 An economic development plan shall not be required for any TSB
113 project whose sole purpose is public safety.

114 Sec. 3. (*Effective July 1, 2006*) (a) For the purposes described in
115 subsection (b) of this section, the State Bond Commission shall have
116 the power, from time to time, to authorize the issuance of bonds of the
117 state in one or more series and in principal amounts not exceeding in
118 the aggregate six hundred twenty-five million dollars.

119 (b) The proceeds of the sale of said bonds, to the extent hereinafter
120 stated, shall be used by the Department of Transportation for the
121 purpose of payment of the following transportation costs with respect
122 to the projects of the Transportation Strategy Board described in
123 subdivisions (1) to (5), inclusive, of this subsection and pursuant to
124 section 13b-57h of the general statutes, as amended by this act:

125 (1) New Britain-Hartford Busway, pursuant to subparagraph (B) of

126 subdivision (2) of subsection (b) of section 13b-57h of the general
127 statutes, as amended by this act, not to exceed three hundred fifty
128 million dollars;

129 (2) Establish a mass transit connection between the Hartford-
130 Springfield-New Haven service and the Bradley International Airport,
131 pursuant to subparagraph (B) of subdivision (3) of subsection (b) of
132 section 13b-57h of the general statutes, as amended by this act, not to
133 exceed seventy-five million dollars;

134 (3) The construction of transportation hubs, pursuant to
135 subparagraph (D) of subdivision (6) of subsection (b) of section 13b-
136 57h of the general statutes, as amended by this act, not to exceed fifty
137 million dollars;

138 (4) Tourist transit system for southeastern Connecticut, pursuant to
139 subparagraph (B) of subdivision (4) of subsection (b) of section 13b-57h
140 of the general statutes, as amended by this act, not to exceed fifty
141 million dollars; and

142 (5) To establish other bus rapid transit or light rail service in
143 Hartford and surrounding towns, pursuant to subparagraph (B) of
144 subdivision (2) of subsection (b) of section 13b-57h of the general
145 statutes, as amended by this act, not to exceed one hundred million
146 dollars.

147 (c) All provisions of section 3-20 of the general statutes, or the
148 exercise of any right or power granted thereby, which are not
149 inconsistent with the provisions of this section are hereby adopted and
150 shall apply to all bonds authorized by the State Bond Commission
151 pursuant to this section, and temporary notes in anticipation of the
152 money to be derived from the sale of any such bonds so authorized
153 may be issued in accordance with said section 3-20 and from time to
154 time renewed. Such bonds shall mature at such time or times not
155 exceeding twenty years from their respective dates as may be provided
156 in or pursuant to the resolution or resolutions of the State Bond

157 Commission authorizing such bonds. None of said bonds shall be
 158 authorized except upon a finding by the State Bond Commission that
 159 there has been filed with it a request for such authorization which is
 160 signed by or on behalf of the Secretary of the Office of Policy and
 161 Management and states such terms and conditions as said commission,
 162 in its discretion, may require. Said bonds issued pursuant to this
 163 section shall be general obligations of the state and the full faith and
 164 credit of the state of Connecticut are pledged for the payment of the
 165 principal of and interest on said bonds as the same become due, and
 166 accordingly and as part of the contract of the state with the holders of
 167 said bonds, appropriation of all amounts necessary for punctual
 168 payment of such principal and interest is hereby made, and the State
 169 Treasurer shall pay such principal and interest as the same become
 170 due.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	13b-57d(a)
Sec. 2	<i>July 1, 2006</i>	13b-57h
Sec. 3	<i>July 1, 2006</i>	New section

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Joint Favorable C/R

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